



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
20 June 2002**

Gregory J. Nickels,
Mayor

Donald Royse
Chair

Tom Bykonen

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

ZymoGenetics
Olympic Sculpture Park
Automated Public Toilet
Cheasty Boulevard
Westcrest Park

Convened: 8:30am

Adjourned: 4:30pm

Commissioners Present

Donald Royse, Chair
Jack Mackie, Vice Chair
Ralph Cipriani
Cary Moon
Iain M. Robertson
David Spiker
Tory Laughlin Taylor

Staff Present

John Rahaim
Layne Cubell
Brad Gassman
Sally MacGregor
Anna O'Connell



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Construction & Land Use

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20 Jun 2002 Project: **ZymoGenetics**

Phase: Street Vacation Post Petition

Previous Reviews: 6 June 2002 (Post-petition), 20 September 2001 (Pre-petition)

Presenters: Marty Goodman, The Justen Company
William Justen, The Justen Company

Attendees: Beverly Barnett, Seattle Department of Transportation (SDOT)
Chris Leman, Eastlake resident

Time: .75 hour

(SDC Ref. # 170 | DC00247)

Action: The Design Commission appreciates the presentation and would like to make the following comments and recommendations.

- The Commission appreciates the expeditious follow-up to the Commission's previous presentation;
- believes that the vacation is justified, based on the urban design conditions in the area;
- supports contributions of additional improvements to two Eastlake neighborhood parks, Lynn Street Park and Rogers Playfield, as identified by the letter from the Department of Parks and Recreation;
- believes that extending basic streetscape improvements north along the adjacent WSDOT property and contributions to two small neighborhood parks is an appropriate public benefit for this vacation;
- recommends that the site plan, indicating the small triangle of land that will be deeded back to WSDOT, is clarified before presenting the proposed vacation to City Council;
- urges the proponents to further discuss the suitability of the proposed public benefits with the Eastlake community and appropriate community organizations to better assess the community's position on the proposed public benefits;
- recognizes the community's interest in this project, but does not believe that this project will preclude access to a future proposed pedestrian and bicycle trail beneath I-5, in the WSDOT right of way; and
- recommends approval of the proposed street vacation.

The proponents for the ZymoGenetics expansion and street vacation project returned to the Commission to present their public benefit proposal. The Commission previously supported streetscape improvements north along the adjacent WSDOT property as a public benefit, but urged the proponents to propose an off-site public benefit for the surrounding Eastlake community. The proponents worked with the Department of Parks and Recreation (Parks Department), to identify an appropriate project. The Parks Department sent a letter to the proponents explaining two park renovation and improvement projects underway within the Eastlake community that could benefit greatly from additional funding.

"Lynn Street Park is a waterfront street end park at Fairview Avenue that is very popular with area residents. Parks Department has a project under construction to replace the failing retaining wall and seating area in the lower part of the park. Community members obtained a Neighborhood Matching Fund grant for an art tile project to further enhance the park. However, there is no funding for irrigation, landscaping or a new drinking fountain, elements requested by the community that would complete the renovation of this park. A contribution of \$24,700 will fund these elements.

Rogers Playfield is a heavily used park located at Eastlake Avenue East and East Roanoke Street. This park contains a small ball field, tennis courts, children's play area and restroom. The Parks Department is nearing the complete renovation of this park in partnership with the community. Parks Department funded the renovation of the ball field, tennis courts, and the restroom. Community members raised the funds and obtained a large Neighborhood Matching Fund grant to design and install a new play area that was dedicated last month. However, there are a few outstanding needs that Parks Department could not fund. Additional handrails and vinyl coated fencing at the northeast entrance to the play area will provide added safety for children, and additional plantings will allow the Parks Department to complete the landscape plan for the park. Additional funding of \$24,800 will provide these amenities."

Key Commissioner Comments and Concerns

- Feels that these two park projects represent improvements that can be made now. Supports these two benefits, in addition to the streetscape improvements north along the WSDOT property that were presented at the previous meeting.
- Would like to know if the proponents have received any community input on these park improvement benefit proposals.
 - Proponents stated that they contacted Jim Reckers, of the Eastlake Community Council Land Use Committee, and they support these benefits. Proponents further stated that they do not know how many people in the entire Eastlake community Mr. Reckers was able to contact in the short time frame.
- Would like to know the time frame of this project, and would like to know the phasing of the public benefits.
 - Proponents stated that they have meet with the Parks Department, and the need for funds for the two park improvement projects is immediate. Typically, the vacation process is complete after City Council approval, which may take several months. Further stated that they could contribute these funds to the Parks Department, with these two specific projects earmarked. The streetscape improvements along the WSDOT property would be completed along with the construction of the Earl Davie building expansion.
- Commends the team for this public benefit proposal. Believes that these benefits would be important to tie loose ends within the community. Feels that it is important to finish these two projects properly and completely.
- Would like to know how the vacation would preclude access to the WSDOT property, which could become a neighborhood amenity.
 - Proponents presented the site plan, and explained that undeveloped WSDOT right of way along Eastlake Avenue, north of the ZymoGenetics expansion, would continue to provide access to the right of way beneath I-5.
- Recognizes that the Parks Department contacted WSDOT to determine the feasibility of the bicycle trail and pedestrian amenities beneath I-5, and WSDOT is not interested.
 - An Eastlake resident stated that the Eastlake Neighborhood Plan places a priority on making better use of the I-5 right-of way, which WSDOT owns. Further stated that 1.8 million dollars of the Pro Parks levy was designated for a park in the I-5 area. The Parks Department asked WSDOT for conceptual lease approval for the area, rather than

completing a study of potential opportunities. Without the study, WSDOT is unwilling to grant conceptual lease approval; and without the conceptual lease approval, Parks Department is refusing to initiate the planning process. Does not believe that Parks Department should ask for a lease first, but believes that a study of opportunities should be first. Is concerned that the Parks Department has taken no for an answer. Is concerned that WSDOT would fence in their property. Believes that the undeveloped right of way in question, Bellevue Avenue, could be the only way to gain access to the area beneath and beside I-5.

- Proponents stated that ZymoGenetics supports the I-5 improvement project, but recognizes the significant challenge created by WSDOT's position. The I-5 right of way also extends down to Eastlake Avenue, adjacent to Bellevue Avenue. Further stated that this corridor would narrow past the ZymoGenetics site with or without the vacation.
- Recognizes that the sidewalk improvements along Eastlake Avenue would not compromise any future proposals.
- Does not believe that the vacation would preclude access to the WSDOT property in question.
- Supports retaining the submerged parcels beneath Lake Union, as well as the area beneath I-5, but feels that the proponents have proposed very practical and feasible public benefits. Supports the proposed public benefits.
- Is concerned that Parks Department committed to make improvements to Lynn Street Park and Rogers Playfield, and would like to know why this will not be able to be completed with Parks Department funds. Would like to know if the funds for these improvements are above and beyond of what the Parks Department previously committed to complete.
- Does not believe that it would be appropriate to force the Parks Department to give a detailed description of the funding for these projects. Trusts the descriptions within the letter.
- Believes that the relationship between the Eastlake neighborhood groups and the Parks Department should be clarified, as well as the community's support for these two park projects. Believes that the Eastlake Neighborhood plan Stewardship Committee and the Parks Department should meet to discuss these funds.
 - An Eastlake resident provided a list of twelve stakeholders who should be involved. Believes that it would be appropriate to ensure these stakeholders are aware of the public benefits, recognizing that none of the stakeholders have seen the letter from the Parks Department to the proponents.
- Believes that the actions should reflect the discrepancy in the plans, recognizing the shape of the building footprint, and the area of land that will be deeded back to WSDOT. Recommends that City Council should require an official response from Eastlake Community Council Land Use Committee.

Key Visitor Comments and Concerns

- Chris Leman, an Eastlake resident expressed some concerns about this project. He feels that it is unfortunate that the CityDesign issue paper on street and alley vacations and the Commission's street vacation process do not give much priority to undeveloped right of way, which has some value as undeveloped land. He presented a document that gave suggested work elements for conceptual planning in the area, specifically, thirty-five acres of land under and beside I-5 between Denny Way and East Newton Street. Feels that the Design Commission could provide critical help to the Parks

Department to implement these efforts to construct pedestrian and bicycle trails in this area.

- Leman stated that many community members were not informed of the June 6, 2002 Commission meeting and many community members value the submerged parcel in Lake Union. Feels that the Commission should research this opportunity more carefully. Further stated that the original letter regarding off-site improvements, from Jim Reckers from the Eastlake Community Council Land Use Committee (ECCLUC), explains “We are not at this time making specific recommendations but the following are community improvements that are worth examining.” Stresses that these recommendations were suggestions to begin a process to identify a benefit, not final recommendations.
- Leman believes that the Parks Department is committed to identify their own funds for the Lynn Street Park and Rogers Playfield. Hopes that the Commission will encourage study of the actual land near ZymoGenetics, especially the WSDOT land, and the value of the undeveloped right of way. Believes that this would be an irreversible loss of open space in trail resources. Is not necessarily opposed to this vacation, but is opposed to rushing through the process without adequate consideration of the public amenity value that plays in the context of the great amount of public land adjacent to ZymoGenetics.
- A representative from SDOT stated that Leman has raised some key questions for the review of the street vacation process, specifically, “is there any foreseeable public purpose on the vacated right of way.” WSDOT is a co-petitioner and supports the vacation. The Parks Department has stated that they do not believe that the street right of way has any imaginable park purpose. The players that might make use of this property have stated that they are not interested in the use of this right of way. Believes that there is room for access and public use of the WSDOT property. Does not believe that the vacation would preclude access to the WSDOT property. Previously, was worried that this vacation would preclude City use of City right of way, but it convinced that this is not a concern. Feels that the public benefits as proposed, is sensible. Believes that the benefits are modest in scale, given the scale of the project and the amount of right of way in question, but the benefits are appropriate. Is pleased that the benefits are feasible and will benefit the community in which the project is located.

20 Jun 2002 Project: **Olympic Sculpture Park**

Phase: Conceptual Design

Previous Review: 19 October 2000 (Briefing)

Presenters: Charles Anderson, Charles Anderson Landscape Architecture

Maria Barrientos, Barrientos

Michael Manfredi, Weiss Manfredi Architects

Marion Weiss, Weiss Manfredi Architects

Attendees: Michelle Arab, Charles Anderson Landscape Architecture

Beverly Barnett, Seattle Department of Transportation (SDOT)

Donald John Coney, Seattle Pedestrian Board, Queen Anne Community Council

Ryan Durkan, Hillis Clark Martin and Peterson

Marilynne Garder, Department of Finance

Michael Jenkins, Department of Design, Construction, and Land Use

Megan Kagel, Seattle Art Museum

Steve Pearce, SDOT

Diane Sugimura, Department of Design, Construction, and Land Use

Time: 1.75 hours

(SDC Ref. # 169 | DC00195)

Action: The Commission thanked the team for the engaging presentation of this brilliant and exciting project and would like to make the following comments and recommendations.

- The Commission appreciates innovative thinking about art within the landscape and the city, at this unique scale, and commends the design team's attention to the tactile and visceral quality of place at multiple levels;
- appreciates the team's desire to integrate this project within the urban context and make it accessible;
- appreciates the creation of many differentiated places and gardens with a clear, powerful scheme;
- supports the park's larger design concept, but urges the team to recognize that success lies in the details yet to be finalized;
- recognizing that the park will span Elliott Avenue, challenges the design team to address the pedestrian experience on Elliott Avenue and reduce its highway character;
- looks forward to the design development of secondary paths and the creation of social spaces within the park;
- encourages the design team to focus on the creation of a visible, welcoming threshold at the southwest corner of the park, at the intersection of Broad Street and Alaskan Way;
- hopes that some areas within the park will be left undefined, to allow for experimentation by future artists;
- applauds the development of the waterfront landscape concept, especially the creative ideas about a salmon friendly experimental tidal garden;
- encourages the design team to define the appropriate scales for the different garden concepts, recognizing Japanese gardens as an example of offering the feeling of expanse within a limited space or enclosure;

- encourages the team to integrate the urban design intentions of the Potlatch Trail and Growing Vine Street projects;
- supports the idea of a landscape with canted planes, but hopes the angle and planting of these planes will minimize the need for handrails and mitigate the noise of Elliott Avenue and other surrounding streets;
- believes that the lower two waterfront gardens near the waterfront and the relationship to the water are crucial to the overall success of the design, and strongly encourages the Department of Parks and Recreation to work diligently to ensure that this park will be a single, unified space;
- urges the proponents to include the art program as an essential part of the design presentation and feels that the art program and design concept should be developed concurrently;
- strongly supports the creation of multiple pedestrian connections to the waterfront. The Commission believes that each of these connections should be pursued independently and not at the expense of another; and
- approves the concept design with a vote of five to two.
- The first dissenting opinion expressed concern that the integrity and effectiveness of the design concept relies on sharp, acute angles and sloping planes—these concepts would be blurred by the need to respond to landscape processes and the inclusion of necessary safety barriers, handrails, and noise reduction features at the park's edges, and the necessary truncation of acute angles to respond to the detailing dictates of architectural and landscape materials; and
- the second dissenting opinion expressed concern that a representative from Seattle Art Museum was not there to explain the art program for the sculpture park, which should, in turn, inform the design.

The Seattle Art Museum (SAM) Olympic Sculpture Park (OSP) will be located in Belltown, adjacent to the waterfront, north of Broad Street, and west of Western Avenue. The park is to the south of Myrtle Edwards Park. The open park will be eight and a half acre green space for people to experience art within the context of the Puget Sound and Seattle's Center City. The OSP will be free to the public. The design team and proponents will submit the application for the Master Use Permit at the end of September. An aerial vacation will also be required, as the land forms of the park will bridge Elliott Avenue. SAM has approved the OSP concept design, and the proponents are also pleased with the response from the public.

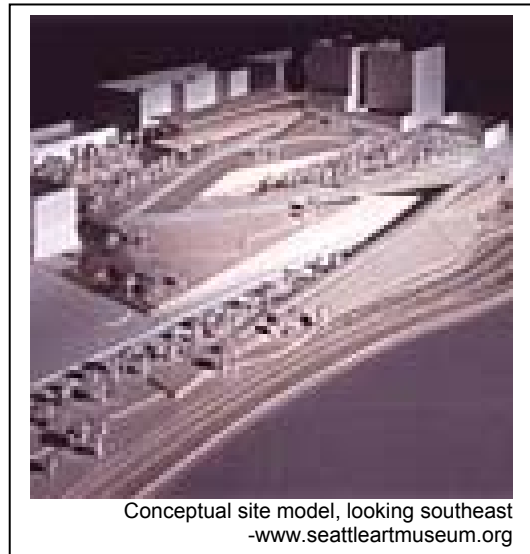


The design team examined many other sculpture parks, but there are no examples for this type of sculpture park to study as a precedent. There are many sculpture parks that are oases from the city, but these are often isolated and private in character. Many other sculpture parks are drive-through ex-urban models, such as the Storm King Art Center in

Mountainville, New York, and the Kroeller-Mueller sculpture park in the Netherlands.

The project and site provide many exciting opportunities; it is an intersection of public and private realms. As many Belltown projects are completed, the design team is better able to understand the OSP's context. The open views of the park will make the park experience very unique. While the layered landscape to the west will be interesting, the view to the south, back to the city will also be important to consider through the design. The design team is excited that this is an opportunity to create a very deep park at the water's edge. The park will span Elliott Avenue, and people will be able to drive through the park; this view and experience of the park will also be addressed through the design. The site is also adjacent to Myrtle Edwards park. While many joggers and pedestrians use this park, they often drive to the park; these people would experience the OSP as pedestrians and drivers. The site also hosts a variety of transportation systems, such as the railroad, and the waterfront streetcar. The trolley barn for the waterfront streetcar must be relocated, to accommodate the OSP.

Bringing these different site experiences together, the design concept focused on the need to slow down the experience of the site, and address these different views. A public pavilion would be located at the southeast corner of the site, at the intersection of Broad Street and Western Avenue. This pavilion would be provided to host lectures and exhibits. The main path through the park will zigzag through the park as it descends down the slope to the waterfront. This path will delay and postpone pedestrians traveling through the park. There are two schemes for the waterfront edge, and these are based on opportunities to rebuild the city's seawall. A modest scheme accommodates the existing seawall configuration, while an ambitious scheme, through removal of the seawall, would allow an ecologically-friendly edge. Construction phasing and project funding will also need to be coordinated, and the project must also coordinate with other major projects in the area, such as the Alaskan Way Viaduct replacement.



Conceptual site model, looking southeast
-www.seattleartmuseum.org

The design team explained the landscape design team for the OSP. The OSP will incorporate four distinct types of gardens:

- Ancients*, incorporating native plants, such as conifers to create a dark respite
- City*, incorporating a new, active landscape, such as the experience found within Discovery Park
- Sound*, relating to the experience of the waterfront, such as the experience of Myrtle Edwards Park
- Tides*, terraces and layers that express the lunar relationships of the tides, while creating an essential fish habitat. The landscape design team is working with an aquatic scientist.

The design team explained the art concepts for the OSP. The experience will provide an opportunity to juxtapose SAM's favorites, such as Alexander Calder's *Eagle* with temporary pieces, to provide a sense of change through the park's experience. Through the design development of the OSP, SAM will focus on the ideal setting in which to show these pieces. SAM hopes that the place has character, but is not a flat space of a patch of grass or concrete platform. The design team will create an array of places to site work. However, some art pieces will require a bit more privacy. SAM is also working to define the boundaries of contemporary art within an exterior setting. Temporary pieces may be incorporated in the OSP for a day, a week, or longer; there will be opportunities to engage local artists frequently.

The team explained that the current parking lot for Myrtle Edwards park is owned by the City, and is part of the Alaskan Way right of way. SAM will fund the design of this area, and SAM will maintain this area once it has been built, as a segment of this sculpture park. However, because it is owned by the City, the construction of this section of the park will be funded by public funds. This portion of the park could also potentially be built within a different time frame, depending on funding.

Key Commissioner Comments and Concerns

- Appreciates the design concept's sensitivity to changing tides. Would like to know if there are elements within the park that refer to the changing seasons in Seattle, recognizing that it is dark for so much of the year.
 - Proponents stated that the gardens within the park will be very different in character, but the path through these gardens will be open to encourage creativity and diversity. Further stated that the design will take advantage of the winds on the site. Proponents further recognized that the quality of light produces great changes within the city. In Venice, the quality of artificial light is very dramatic, due to the high level of humidity. Proponents hope to capitalize on these characteristics through the design of this sculpture park. Further stated that the design team will work with lighting designers to develop the light beneath the underpass, rather than relying on standard lights. Proponents stated that the pavilion at the southeast corner of the site will allow people to see art indoors also.
- Would like the design team to explain the pedestrian experience and the social spaces of the path through the sculpture park. Would like the design team to explain the areas in which people will not be allowed to go. Encourages the team to recognize that not only will this park be a place for viewing art, but it will be a significant park within an urban environment as well.
 - Proponents stated that the design is diagrammatic at this stage, but there will be places to sit within smaller groves of trees and in the larger open areas; paths would lead to these seating areas. The design also is meant to blur the edges between the urban environment and the park. The park's street edges will reach the street grade, in order to create an accessible and inviting park.
 - Proponents stated that they are working with a security consultant, to identify the most appropriate way to protect the sculptures at night. Further stated that the sculpture park will be open and accessible throughout the day, and SAM has made a commitment to not install fences or barriers.
 - Proponents stated that extensive site analysis was completed to inform the design process. The team identified the number of pedestrians that come to Myrtle Edwards Park now, and the projected number of pedestrians that will come to the new sculpture park.
- Is concerned that Elliot Avenue is already so similar to a highway. Believes that the design of the park, including the overpass, does not improve this character. Hopes that the design team will not rely on program to improve the pedestrian experience along Elliott Avenue. Believes that the pedestrian experience should be resolved through design.
- Would like the design team to explain the Broad Street edge and pedestrian experience of the park. Would like to know why there is a large wall along the street, near the intersection of Broad Street and Western Avenue.
 - Proponents stated that this wall has been exaggerated in the model. This wall is meant to define the entry point to the pavilion at the corner, as well as mark the entry to the

parking garage. The design at this corner reflects the need for natural light within the parking garage. Further stated that this is the park's strongest urban edge, but very noisy and it is also an amorphous intersection. The design of this corner will create a distinctive corner for the park.

- Would like to know if the design team considered aligning the curb cut for the parking lot with the alley.
 - Proponents stated that they considered this, but it would divide that area of the park into smaller parcels. Further stated that this edge of the park will be distinct.
- Feels that the team should focus on the park entrance near the water's edge, at the intersection of Broad Street and the Alaskan Way right of way. Believes that this is also an important threshold that should be well-defined and addressed further by the design.
 - Proponents agreed that this is an important consideration, and the team would further examine the materials and scale of this entrance. The design team states that this transition and edge is meant to be seamless, but agreed that it should be defined.
- Would like the design team to know if the full lawn will be accessible. Would like the design team to explain the range of conditions of the various lawns and garden areas within the park.
 - Proponents stated that the lawn would be very similar to the lawn within Myrtle Edwards Park. While there will be different types of lawns, all of the lawns will be accessible.
- Is very concerned about the acoustical experience of the park. Believes that the design team needs to consider the noise levels of the park.
 - Proponents stated that only mass will stop the noise pollution and only a tunnel would mitigate the sound completely. The design of the edges would be able to minimize the noise locally.
- Wonders about the park's seamless edge. Recognizing the context to the north is suburban, feels that the park's edge should be well defined at the north edge.
 - Proponents stated that they are concerned that the site might become an enclave. Proponents agreed that the lack of context definition at the north edge of the park would be interesting to address through the design.
- Is concerned about the niches of nature and different types of environments. Hopes that these different environments will be physically accessible as well as visually accessible.
- Would like to know if there is enough blank canvas for artist work.
 - Proponents agreed that this is an important consideration, and there is so much space within the park that has not yet been articulated. Further stated that this sculpture park site is very large, and the articulation of the topography provides many opportunities for art pieces of different, interesting scales.
- Appreciates the sense of differentiation and opportunities for discovery within the design of the park. Appreciates the use of land for intimate spaces.
- Recognizes that this will be an important public facility, and encourages the design team to consider all user groups that may come to the park. Recognizes that children perceive the world differently, and would like the design team to explain how the overall park will be experienced by children. Would like to know if the proponents have considered the possibility of a temporary day care within the pavilion.
 - Proponents stated that the accessibility of the park addresses these concerns; if the park is ADA accessible, it will be accessible for children as well. Further stated that SAM has

an art education program and SAM welcomes children of all age groups. Further stated that child accessibility will be addressed by both program and design.

- Would like to know if there will be room for artists within the different landscapes. Is concerned that the art program for the park was not presented at the concept design presentation. Recognizes that Alexander Calder's *Eagle* has been presented at concept design, but feels that SAM should discuss the types of sculpture that will be here, because the art program needs to drive the sculpture park design. Believes that the art program must be a part of this discussion now.
 - Proponents stated that this sculpture parks is different from those that have a permanent collection of a finite number of pieces, for example. Very few of the art pieces will be permanent. Further stated that the park must be designed with character and varied experiences, rather than providing a singular setting in which all the pieces would be placed. A representative from SAM agreed that this is a great question, and Lisa Corrin is leading the artistic program for the park with SAM staff, committees, and community members. Further stated that there have been multiple meetings to discuss these concerns for the past three months.
- Appreciates the different scales of the project. Commends the team for the design. Feels that this project needs to be linked to ongoing projects such as Growing Vine Street. Would like the design team to further explain their ideas about the urban ecology of this project. Believes that the proposed Potlatch Trail should be considered also, as it will be adjacent to this project.
- Recognizes that the stairs at the intersection of Broad Street and Alaskan Way lead down into the park. Feels that these should be reversed, to lead down toward the intersection.
- Suggests the park's tilting planes could be used to mitigate the noise of Elliott Avenue. Recognizes that people should not be encouraged to run down the hill towards the edge at Elliott Avenue. Believes that the necessary barriers or handrails would become clutter at this edge. Feels that planted edges should be used as barriers. Believes that the planes should be tilted up at the Elliott Avenue edge, for safety reasons and to mitigate noise.
- Believes that the submerged land along the waterfront and the Alaskan Way right of way are crucial to the design concept and the design strategy on the site. Believes that the construction of this lower area is necessary.
 - Proponents stated that they are seeking public funds for this portion, as well as the bridge over the railroad tracks.
- Would like to know what would happen if the City is not able to fund the lower area of the park.
 - Proponents stated that there is a contingency strategy for the park's design that does not rely on the construction within this parcel. Further stated that the design team is proceeding with design assuming that this parcel will be included.
- Believes that the link to the waterfront is necessary for the project, otherwise this project could be anywhere. Believes that this park and the site will offer an experience and opportunity that no other park offers.
- Will not accept a defeatist attitude. Believes that the funds will be found, and the long-term investment within this important project cannot be compromised.
- Supports the design's big idea. Believes that the basic idea of different landscape zones or different artist zones is appropriate. Believes that the edges of the park are very important, and feels that these edges should be addressed further.
- Is not convinced that the design concept will be clear after the project has been constructed. Recognizes that the "devil is in the details," and the concept of the design should be realized honestly. Encourages the design team to twist and tilt the planes more, to mitigate the noise problem.

- Proponents agreed that this challenge would be addressed seriously. Further stated that the noise pollution would also be mitigated by concrete mass.
- Commends the team for the project, but also agrees that the previous concerns and questions need to be addressed through the development of the design. Encourages the design team to continue to define how this concept is realized at the human scale, but recognizes that the level of abstraction is necessary for the project's concept. Believes that the design team will continue to address these challenges, but the original concept needs to be maintained.
- Encourages the proponents to remember that this will also be a neighborhood park, and hopes that the design team will address how this park will be used and perceived as a neighborhood park.

Key Visitor Comments and Concerns

- A representative from Seattle Department of Transportation (SDOT) expressed early thoughts and concerns about the potential vacations involved with this project. Believes the vacations required for this project will be different than usual vacations, and the use of the right of way will remain public, but for a different type of public purpose. SDOT will examine the technological conditions and logistical aspects of the vacation. SDOT will examine the future public management of this project to balance security with access. Further stated that City Council will also review this project. Feels that the timing and coordination of this project with other projects, such as the viaduct will be very important.
- A representative from the Seattle Pedestrian Board and Queen Anne Community Council expressed some concerns about the funding of this project. Feels that this project is in conflict with uptown Queen Anne neighborhood plan implementation funds, which are imbedded in the Pro Parks levy lid lift. Stated that four million dollars in public funds were designated to provide waterfront access. Previously, one million dollars for shoreline park improvement funds was to be allocated to access improvements on Thomas Street, to access the midpoint of Myrtle Edwards Park. Currently, access to Myrtle Edwards Park is at either end. Recognizing that Queen Anne is an uptown urban center, is concerned about the quality of development in the urban center. Believes that waterfront access and access to neighborhood parks is very important to create a viable urban center. Recognizes that three million dollars of Levy lid lift funding remains, and stated that Queen Anne and Magnolia communities support equitable division of the remaining three million dollars. Recognizes that the Seattle Art Museum Olympic Sculpture Park will be funded by federal, state, and City funds, with many opportunities for private funding. Further stated that lower Queen Anne and Belltown have been working together on neighborhood planning, and both neighborhoods believe that Broad Street and Alaskan Way can become one of the great intersections in the city, and believes that Broad Street would be a great opportunity to access the waterfront, and coordinate with the future Potlatch Trail.

20 June 2002 Commission Business**ACTION ITEMS**

- A. TIMESHEETS
- B. MINUTES FROM 6 JUNE 2002- APPROVED

DISCUSSION ITEMS

- C. **AUTOMATED PUBLIC TOILET UPDATE-**
 GEORGE BANNING, KJM ASSOCIATES
 SANDY KRAUS, SEATTLE PUBLIC UTILITIES

THE APT TEAM PRESENTED AN UPDATE ON THE AUTOMATED PUBLIC TOILET (APT) SITING CONCERNS. THREE SITES HAVE BEEN CONFIRMED IN THE INTERNATIONAL DISTRICT, PIONEER SQUARE, AND PIKE PLACE MARKET. THE TEAM TRIED TO SITE AN APT IN THE UNIVERSITY DISTRICT. THERE WAS NOT CLEAR SUPPORT FOR THIS, AND THE TEAM LOOKED AT MULTIPLE ALTERNATE SITES. THE FOURTH SITE WILL BE WITHIN THE WATERFRONT PARK AND NEAR THE AQUARIUM, 105 FEET FROM PIER 59 AND 60 FEET EAST OF THE FOUNTAIN. SURROUNDING BUSINESSES AND THE COMMUNITY WERE NOTIFIED, BUT THERE WERE NOT MANY OBJECTIONS. THE PIER MANAGERS ARE EXCITED ABOUT THIS LOCATION. THE FIFTH SITE WAS ORIGINALLY IN BALLARD, ON THE NORTH SIDE, AND RECENTLY, ON THE SOUTH SIDE OF NW MARKET STREET. THE BUSINESS COMMUNITY DOES NOT SUPPORT AN APT ON THE NORTH SIDE OF MARKET STREET, AND THE COMMUNITY ALSO OBJECTED TO AN APT ON THE SOUTH SIDE, IN OR NEAR BERGEN PLACE. THE TEAM TRIED TO IDENTIFY OTHER SITES THROUGHOUT BALLARD, INCLUDING THE NEW BALLARD CIVIC CENTER SITE, BUT THIS IS TWO LONG BLOCKS FROM BALLARD'S COMMERCIAL AREA. THE BALLARD SITE IS NO LONGER BEING CONSIDERED, AND THE TEAM WILL TRY TO IDENTIFY A SITE IN WEST SEATTLE.

ACTIONS: THE COMMISSION APPRECIATES THE DILIGENCE OF THE AUTOMATED PUBLIC TOILET (APT) TEAM TO SITE THE FIVE APTs.

- **THE COMMISSION APPLAUDS THE TEAM'S SUCCESS TO CONFIRM THREE APT SITES;**
- **HOPES THAT THE TEAM IS ABLE TO SITE THE REMAINING TWO APTs; AND**
- **OFFERS ASSISTANCE AND SUPPORT TO THE TEAM THROUGH THE FUTURE OF THIS PROJECT.**

- D. VIADUCT AND MONORAIL UPDATES- RAHAIM & CUBELL
- E. DESIGN REVIEW REPORT AND ACTION PLAN- GASSMAN
- F. THE BLUE RING PRESENTATION- JUN 25TH, 5:30 PM- 7:30 PM,
 BENAROYA HALL

ANNOUNCEMENTS

20 Jun 2002 Project: Cheasty Boulevard

Phase: Conceptual Design

Presenters: David Goldberg, Department of Parks and Recreation (Parks Department)
Tanja Wilcox, J.A. BrennanAttendees: Karen Gordon, Landmarks Board
Donald Harris, Department of Parks and Recreation
Michael Shiosaki, Department of Parks and Recreation

Time: 1 hour

(SDC Ref. # 169 | DC00276)

Action: The Commission thanked the proponents for the presentation, strengthened by thorough site analysis and clear design goals and objectives. The Commission would like to make the following comments and recommendations.

- The Commission encourages the design team to simplify the design with a single unifying element;
- hopes that the design improvements are relatively invisible, in order to maintain the natural character of Cheasty Boulevard;
- recognizes that this is an historic Olmsted boulevard in siting only, but no design intents or guidelines were ever developed, and feels that excessive historic references and detailing would not be appropriate;
- encourages the design team to work with Sound Transit to ensure maximum benefit in design coordination between Cheasty Boulevard and the McClellan light rail station;
- feels that some type of marker would be appropriate at Cheasty Boulevard's gateways and intersections, to signify the street as a special place;
- urges the proponents to strategically develop the design to delineate possibilities and opportunities for incremental development, recognizing that the entire project may not be funded at a single time;
- encourages the proponents to coordinate work and design review with the Landmarks Board; and
- approves concept design.

“Cheasty Boulevard is 1.3 miles long and 120 feet wide. The boulevard runs from Beacon Avenue South to South Winthrop Street near the intersection of Rainier Avenue South and Martin Luther King Junior Boulevard South. Cheasty Boulevard was included in the Olmsted Brothers' plans for the Seattle Parks system in the early 1900's. Cheasty Boulevard, along with other boulevards, would provide attractive connections between city parks. The Olmsteds did not provide specific plans for the development of Cheasty Boulevard. The current character of the boulevard is an informal combination of medium aged forest and houses.”- presentation handout

The design team and the Parks Department explained many implementation concerns that must be addressed throughout the design process. Some primary concerns include neighbor encroachment of residential and commercial uses on Park property and coordination with the Sound Transit McClellan station and town center area. This project must also restore Cheasty Boulevard as parkland; this will be supported by a vegetation management plan. Some community members are concerned about the increased vehicular circulation and support additional improvements for pedestrian and bicycle circulation. Finally, Cheasty Boulevard, in coordination with other Olmsted Boulevards, is eligible for

listing in the National Register of Historic Places; the Parks Department has retained a consultant to prepare a historic survey of the boulevard, and will submit a nomination to the Seattle Landmarks Preservation Board.

Design Goals and Objectives

“Cheasty Boulevard should be a quiet, calm and scenic historic parkway within an informal natural landscape and residential neighborhood. It should be identifiable as a public space and element of the Olmsted Boulevard system. The boulevard should be a gracefully flowing parkway, with slow traffic, which invites safe recreational enjoyment, such as walking, biking, hiking, wildlife viewing, and educational walks. New plantings should harmonize with the existing wild growths, to create a healthy ecosystem that supports wildlife, while creating continuity through the planting of boulevard trees. The Cheasty Boulevard design should be compatible with the residential properties adjacent to the boulevard. Natural drainage courses and ditches should be enhanced to improve the control of storm water, enhance habitat value, to provide possible scenic and educational experiences, and to protect adjacent properties. Infrastructure within the corridor should be unobtrusive but functional.”- presentation handout

The concept design proposal emphasizes the historic and rustic character of the boulevard and focuses on enhancements within the 120 foot right of way. The design concepts also focus on a need to create continuity with regular elements, such as bollards, lights, and walls, but also continue to be very informal. Pedestrian access will be provided by trails along the roadway, primarily on the west/ south side of Cheasty Boulevard. Retaining walls will be required in some locations, along the path, and the design team is working to define the character of these walls. The landscape character along the boulevard is very informal, with a large variety of trees and shrubs that are primarily native. New plantings will include a mixture of flowering, evergreen and deciduous to fill in the gaps in the landscape. The street trees along the boulevard will be protected by soldier pile walls. New hardscape elements, such as gateways markers at the entrances to the boulevard, will be included in the project. Pedestrian scale lights, rustic or historic in character, will be included also. Two or three interpretive signs will be included along Cheasty Boulevard. The scheme also includes drainage improvements and a wetland pond for storm water and seep storage. Traffic calming will also be a component of this project. Street trees are intended to slow drivers, and traffic chokers at pedestrian crossings will be a subtle measure to slow traffic.

Key Commissioner Comments and Concerns

- Would like to know if Sound Transit is aware of this project. Believes that this project should strengthen the design of the McClellan station.
 - Proponents stated that South Transit will fund some of the mitigation along this Park property, a short section of Cheasty Boulevard. Further stated that these matters would be addressed separate from the Cheasty Boulevard project. The Project Advisory Team (PAT) has provided guidance to the Parks Department, to address these concerns. Parks Department is working with Seattle Department of Transportation (SDOT) to balance access needs, park boulevard characteristics, and emergency access needs.
- Encourages the proponents to persevere with these issues, and hopes that the Cheasty Boulevard improvements extend to Martin Luther King Junior Boulevard South and influence the quality of the station.
- Commends the team’s work on this complicated project. Questions the nature of the Cheasty Boulevard character. Believes that currently, the boulevard is elegant because it is simple. Encourages the team to avoid faux historic elements. Encourages the team to keep the design as simple as possible, because the existing wildness of the landscape is great.

- Proponents agreed and stated that the community agrees with these goals as well.
- Recognizes that there is often a desire to return the landscape to a natural state, after many curb and gutter or other human-made improvements have been made. However, communities also often want many safety improvements once the landscape becomes very wild. Recognizes that the community values Cheasty Boulevard as it is and encourages the design team to keep the project as simple as possible and questions whether or not some of the improvements themselves are truly appropriate.
 - Proponents agreed that this would be a good approach, but recognizes that the drainage of Cheasty Boulevard must be addressed.
- Would like to know if the proponents have vehicle counts of the traffic along Cheasty Boulevard. Questions whether or not choking or other traffic calming devices are actually needed along Cheasty Boulevard. Does not believe that this boulevard will become an important connection.
 - Proponents stated that vehicles counts were completed some time ago. Civil engineers examined the traffic violations; there were ten accidents at one curve within the past five years. Further stated that are some traffic problems at South Della Street and Cheasty Boulevard.
- Recognizes that the boulevard is currently much more like a country road, rather than a formal boulevard. Does not believe that it should be a formal boulevard, but believes that there should be some regular, unnatural defining element along the boulevard.
 - Proponents stated that they researched the historic work of the Olmsted Brothers, to determine identify design goals or plans for this project. Further stated that the research did not provide much direction for the boulevard system as a whole, or the individual pieces, such as Cheasty Boulevard. The historical information did not provide significant design information.
- Does not believe that this should be called a boulevard. Doesn't believe that a formal, regular element would be an appropriate approach, and feels that the name boulevard is a main concern. Agrees that unity is needed along Cheasty Boulevard, but recognizes that there are topographical concerns. Encourages the team to resist the temptation to unify the design as if it were a formal boulevard.
- Agrees that the Parks Department should improve this area, and establish ownership, but suggests that the unity of the boulevard would follow.
- Suggests that the drainage conditions could become the unifying factor in the design.
- Agrees that the design should be simple. Recognizes that the stone bollards along Lake Washington Boulevard are very powerful. Believes that bollards should be used as an appropriate unifying element to frame intersections along Cheasty Boulevard.
 - Proponents agreed and stated that this could be an opportunity to mitigate the traffic conditions at South Della Street.
- Suggests that this project will not be funded at a single time. Urges the proponents to be strategic and develop a descriptive plan than can be implemented incrementally.

20 Jun 2002 Project: **Westcrest Park**
Phase: Construction Documents
Previous Reviews: 3 February 2000 (NMF Update), 5 August 1999 (NMF Update)
Presenters: Karen Galt, Department of Parks and Recreation
Nadine Laszlo, Murase Associates
Attendees: Michael Shiosaki, Department of Parks and Recreation

Time: 1 hour (SDC Ref. # 169 | DC00277)

Action: The Design Commission appreciates the presentation and would like to make the following comments and recommendations.

- The Commission supports the proponents' efforts to delineate the off leash area and feels that human use of the park should be considered a priority, and the boundaries of the off leash area should reflect this consideration;
- encourages the design team to remove unnecessary internal fencing in the off leash area;
- supports the proponents' intent to define acceptable uses within the park through the design;
- supports the reduction of the informal trails, in order to restore the vegetation within the forested area of the park;
- encourages the proponents to retain park access at the southeast edge of the park, to connect the park with adjacent single-family homes;
- encourages the design team to reconsider the park's overall design to more appropriately address access, particularly the central gate access of the south fence between parking and the child play area and minimal fencing within the off leash area; and
- approves construction documents, requesting that the Department of Parks and Recreation and the Parks Board consider these recommendations.

Westcrest Park is an eighty-one acre park in south West Seattle, between Eighth Avenue Southwest and First Avenue Southwest. The Department of Parks and Recreation (Parks Department) acquired the park in 1972, and developed the master plan for the park in 1975. While the park has retained much of its original natural wooded areas, there is also a large open meadow, a panoramic view of the city, and an off leash area. The Parks Department and design team presented an overview of improvements that will be funded by the Pro Parks Levy. The planning process for these improvements, including a community meeting in March and April, focused on the need to define acceptable uses within the park. The Parks Department and the design team focused on three areas: the family activity area within the meadow, the trail system within the forested areas, and the off leash area.

Through two public meetings and a series of committee meetings, the team addressed the redesign of the trails within the park. They identified a major north south trail to be retained, while many of the smaller informal trails will be closed, in order to promote re-vegetation of these forested areas. The design team will also identify interpretive opportunities along the trails throughout the forested area; these interpretive opportunities will address the flora and fauna along the trail, rather than addressing a particular theme. The new trails will also maintain separation between the park trails and the off leash area trails.

The meadow and play area will be improved as well. The turf has been reseeded and is now fenced to ensure growth. There is not enough money for formal improvements to the overlook area at the north end of the meadow, but a kiosk or picnic shelter may be built in this area for formal use and informal use. The community hopes that the meadow will once again be considered a vital resource for community festivals and events. A new play area and benches will also be built at the south end of the meadow; the site of this play area was identified by the community.

The off leash area will be a fenced area in the upper north meadow, west of the informal north south trail and east of and adjacent to the reservoir. Different areas will be provided for small dogs or large dogs. Fences will be used to protect the steeply sloped vegetation along the east edge of the off leash area.

Key Commissioner Comments and Concerns

- Recognizes that the reservoir may be covered in the future, but is concerned that the off leash area may become a barrier between the park and the covered reservoir.
 - Proponents stated that the reservoir is accessible from other areas of the park, and this is the best site for the off leash area, for now. Further stated that there is a steep grade between the reservoir and the off leash area.
- Recognizing that some of the trails in the southeast area will be closed, and is concerned that these trails are needed to provide access for residents in the single family area. Would like to know how these trails would be closed.
 - Proponents stated that the sidewalk along Fourth Avenue Southwest is paved, but some of the trails connecting to this sidewalk will be closed in order to promote re-vegetation. The entrances to these trails, along Fourth Avenue Southwest, will be blocked with vegetation. Further stated that initially, these trails could be fenced, and marked by a sign. The circular, winding trails within the middle of the forest would be closed first, followed by closure of the trails that connect to the street.
- Agrees that these trails should be closed, in order to ensure further growth within the forest, but believes that access from Fourth Avenue Southwest needs to be maintained. Believes that children from the nearby single family homes will want access to the park.
 - Proponents stated that these details must be refined still.
- Encourages the design team to explain the inspiring qualities of the site. Believes that the design for the park is very formal.
 - Proponents stated that the viewing platform is existing, as are many of the elements in the design. Further stated that the Pro Parks Levy funding is primarily for improvements. The play area is new. The design team and the community considered several locations for the play area, and the south site was determined to be the most appropriate site, to be close to the parking lot. The design team is still working on the design of the play area.
- Would like to know why the paths from the parking lot to the play area are not direct.
 - Proponents stated that the park is overrun by dogs, and the paths are meant to retrain people to use the desired paths. The paths redirect people around the play area, to ensure that dogs do not run through the play area. Further stated that this path is also meant to deter child snatching.
- Would like to know why the trail adjacent to the off leash area and the steeply sloped vegetated area adjacent to the off leash area is fenced.

- Proponents stated that the entire park has been used as an off leash area, and this fencing ensures that the entire off leash area is completely enclosed.
- Encourages the proponents to reconsider the doubled fence surrounding the vegetated area. Believes that this fencing adds unnecessary costs to the project.
- Believes that the off leash dog area is very linear. Supports the proponents' efforts to keep the dogs from the forest and meadow.
- Encourages the proponents to remember that this is a park for all users, and the design of the park will last, while parks users' behavior would change within a few years.
- Believes that the play area is in a good location, but encourages the proponents to locate the play area closer to the parking lot. Urges the proponents to locate a gate in the center of the fence between the parking lot and the play area. Recognizes that the fence is used as the barrier, but encourages the design team to think of other possibilities to discourage humans and dogs from walking through the play area. Believes that a berm could be used to create the desired barrier between the parking lot and the play area.

20 Jun 2002 Project: **Monorail Discussion**

Attendees: Ethan Melone, Seattle Department of Transportation (SDOT)
John Taylor, City Council central staff

Time: 1 hour

(SDC Ref. # 170 | DC00231)

Joined by Ethan Melone, Project Manager for the monorail at SDOT, and John Taylor, of City Council central staff, the Commission and CityDesign staff discussed the merits of a final monorail position paper, before the project is presented to voters this fall. The Commission would like another presentation by the ETC staff and proponents to help them identify lingering issues. The Commission hopes that City Council can be a part of this discussion, which must be scheduled in the next month before ETC has finished their work.